Chapter 6

RECLAMATION

NOTE: AFMC forms and publications referred to in this chapter are for AFMC use only and are not available for general Air Force use.

NOTE: Detailed procedures are contained in AFMCR 65-31, *Reclamation of USAF Property,* and AFMCR 65-9, *Removal of Parts from Aircraft Arriving or in Storage at the Aerospace Maintenance and Regeneration Center.*

6.1. General.

6.1.1. Do not confuse reclamation with cannibalization.

6.1.1.1. Reclamation is the process of reclaiming required serviceable and economically repairable components and material from excess or surplus property as authorized to satisfy valid requirements. This does not include inspection, classification, disassembly, and cleaning. As a result of reclamation, serviceable and economically repairable items shall be returned to the proper supply activity and the residue shall be processed as disposable property. Parts removed are to satisfy valid requirements as identified by the inventory management specialist (IMS).

6.1.1.2. Cannibalization is the removal of parts from end items or assemblies that are not excess to the Department of Defense (DoD) or not beyond economical repair. Those parts removed through cannibalization must be replaced. Cannibalization of end items or assemblies are covered in AFMCR 66-53, *Maintenance Material Control*.

6.1.2. Reclamation will be used in place of procurement or repair whenever a measurable savings will result. Reclamation will be used whenever it will provide the fastest means of satisfying a critical requirement or when there is no other known source of supply, regardless of savings.

6.1.3. The type of reclamation differs according to the quantity of an end item to be reclaimed and the degree of management control exercised.

6.1.3.1. AFMCR 65-31 governs programmed, nonprogrammed, aircraft engine and equipment, and recoverable spares reclamation, along with the associated save list(s) development.

6.1.3.2. AFMCR 65-9 governs the removal of parts during in processing at the Aerospace Maintenance and Regeneration Center (AMARC) and priority removal, along with the associated mini save list(s) development.

6.2. Responsibilities.

6.2.1. System program directors (SPDs) and end item/assembly IMS's are responsible for:

6.2.1.1. Ensuring those IMS's who manage parts or assemblies are aware of end items available for reclamation

when aircraft, missiles, or engines are determined to be excess and designated for reclamation.

6.2.1.2. Consolidation and distribution of reclamation save lists containing all required items capable of being reclaimed economically or not available from other sources. Save lists should contain all data necessary to permit the reclaiming activity to accomplish reclamation and shipping, provided shipping instructions are not sent by another means.

6.2.1.3. Preparing and distributing any changes/ additions/deletions to the save lists.

6.2.2. IMS's for component parts and/or assemblies are responsible for:

6.2.2.1. Determining requirements for parts when end items or assemblies become available for reclamation.

6.2.2.2. Advising the SPD or IMS of those requirements.

6.2.3. IMS's or base supply activities should only request reclamation when it is economical and the parts are required to maintain authorized levels.

6.2.4. All AF reclamation must be based on the following criteria:

6.2.4.1. A justifiable requirement must exist.

6.2.4.2. Removal must be economical. If it is not economical, the requirement must be based on an extreme urgency or lack of any other known supply source.

6.2.4.3. Base funded items required locally may be reclaimed by base activities when the parts can be economically removed and restored to a serviceable condition by the reclaiming activity.

6.2.4.4. Resources must be available for the timely repair of reclaimed unserviceable items.

6.3. Programmed Reclamation.

6.3.1. Programmed reclamation occurs when a large number of end items, usually five or more, are declared excess and available for reclamation. The process of weapon system reclamation is activated when HQ USAF/PES assigns end item(s) to a reclamation project and transmits a message to HQ AFMC announcing the project. At HQ AFMC, the Aerospace Vehicle Distribution Office (AVDO) assigns a reclamation project control number and the reclamation program manager (RPM) initiates action to query the Recoverable Con-sumption Item Requirements System (D041). A D041 system output tape is then generated and sent to each Air Logistics Center (ALC) for processing. HQ AFMC provides the ALCs with a message indicating a D041 system tape has been produced. The D041 system tape will be merged to an Economic Order Quantity (EOQ) Buy Budget Computation (D062) System query, to produce the Defense Material Utilization and Disposition Programs (D067) System reclamation requirements candidates. The Reclamation Program Control Officer (RPCO) disseminates the D067 system candidate lists to the individual IMS's/Equipment Specialists (ES) for their review and identification of reclamation requirements. The requirements are identified on AFMC Form 110, **Reclamation Requisition.** The reclamation requirements are consolidated by the RPCO who sends the list to AMARC. The final package of all the ALCs AFMC Forms 110, RCS: MTC-LG(AR)7137, Reclamation Requisition, is a programmed save list (see Figure 6.1.).

6.3.2. Changes in requirements will be made in save list amendments prepared and distributed in the same manner as the AFMC Form 110.

6.3.3. Most programmed reclamation occurs at AMARC. However, it may occur at other locations, particularly overseas when the end items cannot be economically returned to AMARC.

6.4. Nonprogrammed Reclamation.

6.4.1. Nonprogrammed reclamation differs from programmed reclamation in that only a small number of end items are involved, usually five or less. The most significant use for nonprogrammed reclamation is for crash-damaged aircraft (see Chapter 9). Reclamation usually is completed on site rather than at AMARC.

6.4.2. The process is activated when the SPD through the RPCO contacts the RPM at HQ AFMC and requests assignment of a nonprogrammed reclamation control number. The RPM inputs a D041 system query, triggering the nonprogrammed reclamation process. A nonprogrammed save list is developed in the same manner as the programmed reclamation save list with the exception the save list requirements are annotated on AFMC Form 111, **Reclamation Save List**, rather than AFMC Form 110. The prime ALC consolidates all the lists and then sends the final package to the reclaiming activity (see Figure 6.2.).

6.5. Reclamation of Aircraft Engines.

6.5.1. The authority for reclamation of aircraft engines rests with the Engine Managers (EMs) at San Antonio ALC or Oklahoma City ALC. The appropriate EM determines which engines are excess to DOD needs and eligible for reclamation. The EM establishes the engine reclamation project and assigns the project control number.

6.5.2. The reclamation initiation procedures for requesting a D041 system query are the same as those outlined in paragraph 6.4. above. If the reclamation is to occur at AMARC, use AFMC Form 110, otherwise use AFMC Form 111.

6.6. Removal of Parts from Aircraft Arriving at AMARC.

6.6.1. Upon notification of aircraft scheduled for transfer to AMARC, the RPM assigns a project number and requests each ALC to prepare an AFMC Form 110 for mini save list items.

6.6.2. All mini save list items are removed from incoming aircraft to the extent requirements cannot be satisfied from an active programmed reclamation effort on-going at AMARC.

6.7. Other Reclamation: Priority reclamation for aircraft parts and authorized removals from storage aircraft are terms applied to specific reclamation efforts within HQ AFMC. Details are provided in AFMCR 65-31. Priority reclamation requirements are normally submitted on a line item basis and reflect an immediate need.
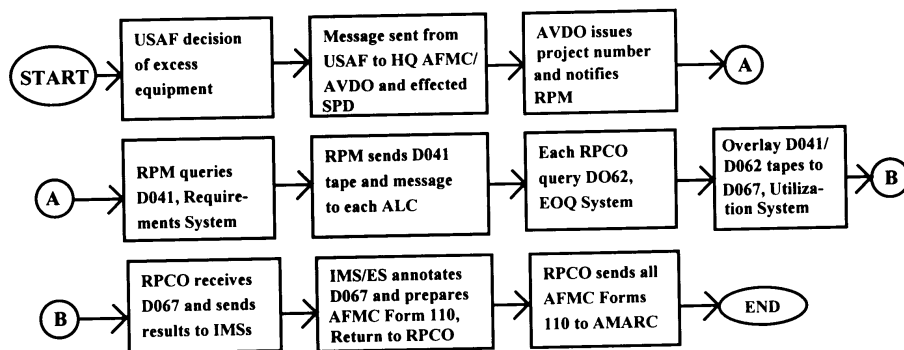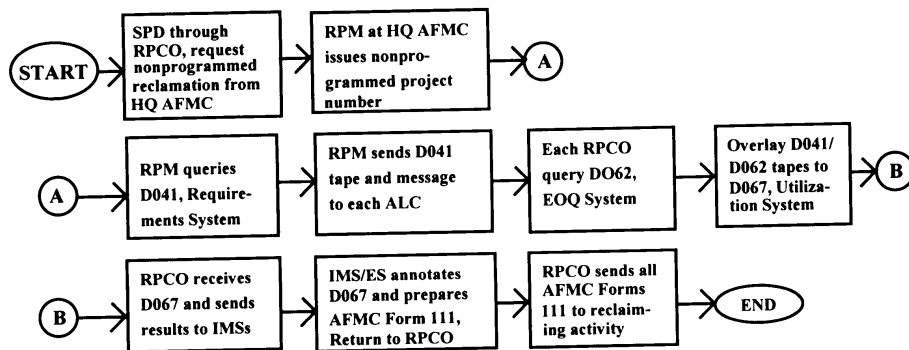
Figure 6.1. Programmed Save List.

Figure 6.2. Nonprogrammed Save List.